

much gasoline—that is the thing that moves transportation in America: diesel fuel, transportation, and related products. Never have we changed America so much in terms of how much of that fuel we would use. What fuel? The fuel everybody says makes us more and more dependent, the transportation fuel. Right.

Now, what happened is we did not adopt a bill in the Energy Committee or the Commerce Committee, headed by the Senator from Hawaii and Senator STEVENS from Alaska. Those bills that produced that came from these committees and are actually changes in the law.

Let's talk right off and say the biggest change is the CAFE standards. The Commerce Committee, which has jurisdiction, had the courage and the guts to adopt a long-standing amendment sponsored by the Senator from California, Mrs. FEINSTEIN, and it had been regularly known as the bill that changes the CAFE standards. We adopted it. It is in here. The changes we have been yearning for are here. We adopted them, and they are now before us. We don't have to ask anybody to make the changes that will cause the biggest single savings in transportation fuels that we ever did.

Then right on top of that, the Energy and Natural Resources Committee adopted a huge multiyear program to use more ethanol but ethanol that would not be produced by corn but, rather, by switchgrass and come out of that whole area we are now researching and just almost over the hurdle in terms of a new kind of production of ethanol. When you add the two together, it is the biggest reduction in transportation fuel we will ever get.

I wanted to make the point that we did not set any goals; we did not adopt any targets; we did not ask the President to find any savings. We asked the President to sign a bill that will make the savings because we change the law.

When oil savings amendments were offered in the past, people would say this was a hidden CAFE standard. They were correct. When you direct the executive branch to save oil in such a dramatic way, one of the only ways you can do it and reach that goal is to change the CAFE standards. So whenever you were telling the President to make these savings, everybody would say: In transportation, the only way you can do it is to change the CAFE standards. Isn't that interesting? But we didn't do that here today. We changed the CAFE standards and saved oil and gasoline over the next 30 years, calculated as it is in the bill, because we got that done.

We don't need a hidden CAFE in this bill, which essentially is the only way you could get to your targets in oil is to do something to transportation consumption, and that means you would have to do something with the so-called hidden CAFE standards that would be incorporated in your suggested targets. In the bill we have,

there are real increases in the CAFE standards that are adopted and they were articulated by Senator FEINSTEIN and talked about at length. Perhaps when we pass this amendment asking the President to save oil, perhaps when we do that—and I know my good friend, the occupant of the Chair, thinks that amendment I am talking about is a great thing because it sets targets and let's us dream, as he says, but I think all the President would have to do, if we adopt and sent to him the Bayh amendment—that is properly the name of it because he was the first name on this many months ago—I would venture to say, without fear or trepidation, if we had the bill we have before us today, Senator BAYH wouldn't be introducing this amendment with these kinds of targets, because he would look down and say: The biggest target for crude oil that is used in gasoline is already done because they have changed the CAFE standards. They don't need another target.

If we continue this way and we adopt the Bayh amendment, then when the President signs our bill, he can send it back to us and say: This is my plan, to do what you asked me to do, because in this bill we have already accomplished the things you were talking about.

Let me say, there isn't any rancor. I am not trying to belittle anybody. The truth is, when you have to set targets and tell the President to achieve the targets, you have accomplished nothing. Because if that is the way you could have saved crude oil in the past, every President would have done it himself, would have taken us out of this crisis by doing just what your targets say, go out and find them and do them. But you can't do them. You have to have Congress. You have to change laws.

I want to sit down for a moment and reserve the remainder of my time.

The PRESIDING OFFICER. The Senator from Indiana.

Mr. BAYH. Mr. President, if I could ask a question of my friend and colleague from New Mexico, I am informed that the time on our side of the aisle has expired. Is it possible I could prevail upon him to request 2 minutes, perhaps?

Mr. DOMENICI. How much time do I have?

The PRESIDING OFFICER. The Senator from New Mexico has 7 minutes 57 seconds. The Senator from Indiana has 1 minute 33 seconds.

Mr. DOMENICI. What do you want, five total?

Mr. BAYH. If I go beyond three, it will have been an imposition.

Mr. DOMENICI. I will say five.

Mr. BAYH. I thank the, Senator. I appreciate that very much.

I want to begin by complimenting you for the excellent work you and Senator BINGAMAN have demonstrated on this bill. I know it is a matter of great concern to you and, frankly, I am pleased to see your cooperation from your State can cross party aisles just

as mine with Senator LUGAR crosses the party aisle in my own State.

I thank all of our colleagues, starting with Senator LIEBERMAN for his hard work and leadership. I thank Senator SALAZAR, who occupies the Presiding Officer's chair today; Senator BROWNBACK, who could not be with us. He is in the process of returning to the floor but is supportive and helpful. I thank Senator COLLINS, Senator NORM COLEMAN, and all others who have been instrumental. Our leadership group on this bill extends from Senator BROWNBACK to Senator KERRY. It includes Democrats, Republicans, and even independent Democrats, suggesting the breadth of our support and, more importantly, the justice of our cause.

I don't speak often on the floor. Frankly, I don't find utility in it that often. But the magnitude of this issue is important to our Nation. Its importance to our Nation compelled me to come here today to speak on behalf of this amendment. It is a friendly amendment designed to improve what is a good work product in the underlying bill. We offer this amendment for several reasons.

First, because the issue of oil dependency is one of the defining challenges of our time. Our ability to grapple with this issue will affect our Nation in profound ways. It will affect finances, our economy, our environment and, most importantly, the quality of the world that one day we will leave to our children.

Unfortunately, today we are not doing nearly enough to meet this challenge. We can and must do better. This is brought into stark reality when you realize that since the attack on 9/11, we import more oil to this country today than we did on that day. Clearly we must do better. The expected consumption of petroleum is projected to increase from 20 million barrels per day this year to 26.8 million barrels per day in 2030. This is unacceptable. We have gathered here today to do something about it, to move us as far and as fast as we can to reduce this dependency on imported petroleum.

This is affecting the quality of Americans' daily lives. I was looking at some statistics before coming to the floor. American consumers in the first 6 months of 2006 spent \$38 billion more on gasoline than they did in 2005, and \$57 billion more than they did in 2004. This is an alarming trend that we don't need to bring to the attention of anyone who is filling up at the pump. Clearly we have to do something about this. Our amendment is designed to be robust and aggressive in doing so.

We have worked with a coalition of 26 of our colleagues to form the DRIVE Act. It spans the ideological spectrum. Our goal is to reduce oil imports by 2.5 million barrels per day over the next 10 years, an equivalent of everything we currently import from the Middle East. Along with the authors of this bill, we propose that we move America in a